THE SEMI-WEEKLY UNION, will be published

THE WEEKLY UNION, a very large paper for country carciation, will be published every Saturday morning at the following prices: For one copy, 42 per anium; three opies for 5 if its opper for 5 its copies for 5 its opies for 5 its opper for a size in the prices and its own state of the control of the contro

REPORT OF THE POSTMASTER GENERAL.

Post Office Department, December 4, 1858.

To the President of the United States : Siz: I have the honor to submit the following report of the operations and business of the Post Office Depart-ment since my communication to you of 1st December

EXPRESS NAIL AGENTS.

In my last annual report allusion was made to im-In my last annual report alroson was made to im-provements which were expected to result from the om-ployment of express agents to accompany mails on the great routes from New York, Philadelphia, and Balti-

ore, westward. Such service has now been in operation long enough to Such service has now been in operation long enough to demonstrate that its importance was not over-estimated. Agents start with the great malls morning and evening from New York for the West—the latter going through without change to Cincinnati; the former to Cleveland— and being held to strict accountability for all mail bags

and being near to street stabilished between Cincinnati and St. Louis; and those between Baltimore and Cincinnati and Philadelphia and Cincinnati, referred to last year, have continued in successful operation. The latter route is just changed so as to make Chicaço, instead of Cincinnati, a terminus; and the express mails will be conveyed through in about thirty-six hours between Philadelphia and Chicago. The Cincinnati mails for the Philadelphia route will be in charge of the New York expression of the account of the advantages of keeping mails under the constant superrision of the agents of this department, for the longest

perision of the agents of this department, for the longest distances practicable to be run, are so apparent that some of the usual shorter routes for agents in different sections have been consolidated, and further changes of this sort have been consolidated, and further changes of this sort will be made from time to time, as far as consistent with the proper assortment of mails for way offices; while it may also be found necessary to increase the number of express routes for delivering closed bags, without refer-ence to the exchange of mails between the smaller offices. The number of such bags, already very great, must be

The number of stand logs, known very great, must be multiplied more and more, in order to avoid the delays incident to distribution on the way between remote points; and nothing short of the undivided attention of agents directly responsible to this department can insure for the mails such regularity and safety as the public have the right to expect. The government, having by law the monopoly of the mail service, should be a superse to efforts or expense to place it above the spare no efforts or expense to place it above the reproach which has attached to it of being behind individual enterprise as to certainty and speed, and less adapted to the wants of trade and commerce in their wilely-extended ramifications, which can only be satisfied with a mail system combining all possible elements and appliances to make it perfect, as far as human agency

NEW YORK AND NEW OBLEANS BOUTS.

On the 1st day of July last an arrangement took effect by which mails were to be conveyed between Washing-th and New Orleans in four and a half days, by way of on and New Orleans in four and a half days, by way of Ri hmond and Lynchburg, Virginia, Bristol, Knoxville, Chattanooga, and Grand Junction, Tennessee, and Jack-son, Mississippi, all by railroad, with the exception of a gap of ninety miles in Mississippi, between the unfin-shed portions of the Mississippi Central Railroad, which is supplied by stage service. So far as the time is con-cerned, coming north, (from New Orleans to Wash-ington,) the whole service has lately been performed with but few interruptions, although in the begin-ning there were some unexpected difficulties connected with the stage portion of the route. Going south, the schedule contemplated the running of cars by night the schedule contemplated the running of ears by night from Canton to New Orleans; but the early appearance of the yellow fever, as an epidemic, and its great viru-lence, interposed a scrious obstacle in the way of this ser-vice, the railroad company considering it ruinous to their interests to approach the infected district, except during the day time. The mails were thus necessarily delayed. the day time. The mails were thus necessarily delayed over night (12 hours) at Canton, and delivered in New Orleans twelve hours behind the stipulated time. Assurances have, however, been given that such delay shall no longer continue, and it is not doubted that the contract schedule will soon be fully compiled with, insuring the delivery of mails from Washington at New Orleans within four and a half days.

arties to the foregoing arrangement have further at that from and after 1st July next the time shall be reduced twenty-four hours, making the communica-tion between Washington and New Orleans in three days and a half, or between New York and New Orleans within

four days.

The mail service in general between New York and

It is alleged that by starting this line from New Orleans correspondence from the Atlantic side will be received nearly one week later than at present, and from Evrandina, Florida, to New Orleans, and from Fernandina, Florida, to New York, in steamers, as being designed, in connection with a railroad in course of construction across the peninsula of Florida, from Fernandina to Cedar Key, to constitute a new route from New York to New Orleans, with a view to the specifier and more certain transmission of the great northern and southern mails. I communicated proposals which had been received to convey mails between New York and New Orleans in a transmission of the continuous that no pay would as a present.

It is alleged that by starting this line from New Orleans correspondence from the Atlantic side will be received nearly one week later than at present, and from California to the Atlantic States in like proportion. That is to say, that whilst letters sent from Boston and New York to California by Panama would reach Acapulco about — days after they had been written, others sent from New Orleans, with a view to the specifier and more certain transmission of the great northern and southern mails. I communicated proposals which had been received to california by flamma would reach Acapulco about — days; thus practically furnishing nearly a weekly mail, instead of a semi-monthly communication as at present.

The terms of the order than the received to consume the contract are not yet definitely settled, and therefore cannot be set forth: but the department. coavey mails between New York and New Orleans in five days, coupled with the condition that no pay would be demanded for any trip not performed within that time, and called attention to the subject as one of vast public interest. My views of this new route remain unpublic interest. My views of this new route remain un-changed; but owing to the unfinished condition of the railroad, as well as the large expenditure of money in-volved, no progress has been made in the negotiations on the railroad of the large expenditure of money in-volved, no progress has been made in the negotiations on the railroad of the large expenditure of money in-volved, no progress has been made in the negotiations on

ST. LOUIS AND NEW ORLEANS MAIL.

The hope was indulged last year that before this tin railroad connexions would be so nearly completed that the great through mails between Cairo and New Orleans would be conveyed much more expeditiously and regularly than can be done, in the nature of things, by steam

This improvement has not yet been effected, but information has been received within a few days which renders it certain that the railroad communication will be opened

h certain that the talling h certain that the talling h certain that the talling h certain this state of things, the department, at Anticipating this state of things, the department, at the lettings of contracts, divided the Mississippi river the lettings of contracts,

From St. Louis, via Cairo, to Memphis, three times a From Nashville, via Cairo, to Memphis, three times a

work; the two routes running on alternate days, making six trips weekly each way between Cairo and Memphis. From Memphis to New Orleans, six times a week, with one additional weekly trip between Memphis and Napoleon, and four additional weekly trips between St. Francisville and New Orleans.

The cost of the mail service by these routes between Cairo and New Orleans.

Independent of the mail service by these routes between Cairo and New Orleans is \$262,618 per annum, which amount, compared with the cost of the steamboat service in operation up to 30th Jane last between the same points, (\$432,333.) shows a saving of \$169,715 per annum; and it is peculiarly gratifying, in view of the great reduction of cost, to state, as I am enabled to do, that the new service is in all recreate we are existence of the old. service is in all respects m see satisfactory than the old-like performed with the utmost possible regularity, and afords every facility that can be reasonably expected by the people who are directly interested in the Mississippi fiver malls.

The shortest time by the river between Cairo and New

The shortest time by the river between Cairo and New Oleans has been four days.

The anticipated railroad service, via Jackson and Grand Janction, Teamessee, and Canton, Misaissippi, will probably be performed in two days each way, and at a cost of about \$112,425 per annum. This sum, added to the expense for the river mails under the new contracts, combanding by July last, (\$262,618,) makes for both the land and river routes \$375,013 per annum, leaving still a state of the contract of the land and river routes \$375,013 per annum, leaving still a act gain of \$57,290 per annum over the cost of the river lines alone up to 30th June last.

OVERLAND MAIL BOUTS.

At the last session of Congress I reported fully the

The Washington Anion.

"LIBERTY, THE UNION, AND THE CONSTITUTION."

VOL. XIV. NO. 200. WASHINGTON CITY, WEDNESDAY, DECEMBER 8, 1858.

visions of said act.

The department is happy to announce its conclusive and triumphant success. Its departure and arrival were announced with unbounded demonstrations of joy and exuitation. I submit a detailed report of Mr. Balley, the agent of this department, who came over in the first line of stages which left San Francisco for St. Louis. It the of stages which left San Francisco for St. Louis. It will be an important document, not less instructive at the present time than it may be interesting and curious to those who, in after-times, may be desirous to know by what energy, skill, and perseverance the vast wilderness was first penetrated by the mail stages of the United States, and the two great oceans united by the longest and most important land route ever established in any country.

By an act of Congress of March 3, 1855, a route was established from New Orleans, by the isthmus of Tehuan-tepec, to San Francisco. It was advertised for the next regular lettings of contracts in the spring of 1855, but

regular lettings of contracts in the spring of 1856, but no bids were received.

In December, 1857, the same route was re-advartised. Only one proposal was received, and that was for semi-monthly service, at \$285,000 per annum. It not having been accepted, negotiations were opened by the bidders with the department, which resulted in making a contract on June 8, 1858, with the Louisiana Tehuantepee

Company on the following terms, viz:

To convey mails from New Orleans, by Minatitlan Suchil, Ventosa, and Acapulco, to San Francisco, twice a month and back, in safe and substantial steamers be-tween New Orleans and Minattilan; in safe and substan-tial riser steamers between Minattilan and Suchili, and in post coaches or good covered spring wagons between Suchil and the Pacific; the residue of the route to San Francisco in steamers, the pay to be at the rate of \$286. 000 per annum, with the understanding that the mails may be exchanged with the line between Panama and San Francisco, at or near Acapulco, without change of pay; and with the further understanding that the mails may be exchanged with the aforesaid line at Ventosa, or other port within a short distance of that place, at the annual compensation of \$250,000. Service to commence at any time between the first day of October and the first The service actually commenced on the 27th of Octo-

complete success.

Besides being an additional channel of communication with California, which may tend to bring about competi-tion at a future letting of contracts for the whole mail service between the two oceans, this route affords to certain sections of the Union the advantage of six days' closer connoxion with California than has heretofore been enjoyed. As far north or cast as New York it has the advantage of one day; and in cases of emergency, by using the telegraph, that city, equally with New Orleans, may communicate with the Pacific coast six days after

This contract was made in pursuance of suggestions in the following letters, addressed to the Hon. William H. English on the 24th and 25th of May last, in response to investigate produce the subject in the subject.

POST OFFICE DEPARTMENT Washington, May 24, 1853.

Six: In reply to your communication of the 20th instant, I have the honor to state that no contract has been entered into with any party or parties to carry the California mails by the Tchuantepec route. Applications for such a contract having been repeatedly made verbally, and perhaps in writing, the department advertised for pr

porals, which may be seen in the printed pamphlet of pro-posals for Louisiana, page 51.

Having advertised for proposals on this line, and re-ceived one or more bids on it, the department, after taking suitable time for deliberation, has come to the conclusion to establish mail service thereon from New Orleans, via Tehuantepec, to Acapulco, provided a satisfactor; contract can be made for that purpose. The service because the present line of steamers from Panama to San Francisco always touch at Acapulco and can take on the New Orleans mail and passengers. It is not, however, proposed to make the first contract for all service in general between New York and cans, during the past year, has been rather appt from the delays and irregularities by which ally been characterized, and there is scarcely a tvery great improvements will be effected during the province of the sext year by the completion of a continuous and leax year by the completion of a continuous and more exempt from the continuous and doubt that very great improvements will be effected during the next year by the completion of a continuous and direct railroad connexion through Virginia, Tennessee, and Mississippi—that is, via Gordonsville (instead of Richman) to Lynchburg; thence to Knoxville, Tennessee, and the passent and the Mississippi—that is, via Gordonsville (instead of Richmond) to Lynchburg; thence to Knoxville, Tennessee, and direct to Chattanooga, (omitting Dalton, Georgia:) thence to Grand Junction, and over the Mississippi Cental and New Orleans, Jackson and Great Northern rail-

It is alleged that by starting this line from New Or-

and therefore cannot be set forth; but the department does not anticipate much difficulty in being able to obtain

the service on reasonable and satisfactory terms.

The authority of this department to make such a contract may be found in the 2d section of the act of March 3, 1851, which the Postmaster General considers ample

Serious doubts have been expressed as to whether the road has been yet or will be made in time sufficient for the performance of the contemplated service. The de-partment, however, will take care in making any con-tract to provide that where there is no service there shall be no pay, and that no fines or forfeitures shall be remit-ted for failures arising from want of a suitable road, or from obstacles presented by the insufficiency of the river navigation, or of the bays at either terminus of the tran-

sit. If, therefore, the river, bay, or road shall not be sufficient, the contractors, not the government, will be the losers by it. the losers by it.

The Tehuantepec route has long been a favorite one with the government and people of the United States. No opportunity has been lost in endeavoring to secure it. Having at last secured it by the terms of the Gudsden treaty, and a reasonable probability now existing that the route has been or will in a short time be placed in a condition to receive the service. dition to receive the service, the department sees no good reason why it should not enter on the enjoyment of those advantages so earnestly desired and so long anticipated by the people and government of the United States. In proposing to make this contract, the Postmaster General does not intend to decide any controversy which now exists or may hereafter arise between rival claimants under the variate or decrease of the Mexico section of the states.

steps that had been taken to carry into execution the act of Congress, approved 3d March, 1857, authorizing the Postmaster General to contract for the conveyance of the entire letter mail between the Mississippi river and San Francisco.

The contract was executed on the 16th September, 1857, and service commenced within the twelve months, namely, on 15th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract was executed on the 16th September, 1858, agreeably to the provisions of said act.

The contract of the units were thus arranged, by means of what are commonly called and known as "star bids." It would accomplish a reduction in the tunsportation of the units when the last reduction be of equal capacity.

If the whole transportation of the mails were thus arranged, by means of what are commonly called and known as "star bids." It would accomplish a reduction in the tunsportation of the units were thus arranged, by means of what are commonly called and known as "star bids." It would accomplish a reduction in the tunsportation of the units were thus arranged, by means of what are commonly called and known as "star bids." It would accomplish a reduction in the tunsportation of the units were thus arranged, by means of what are commonly called and the discount allowed on the already for equal capacity.

If the whole transportatio western or southwestern States, whose geographical pos-tions render it to them the most desirable transit.

I am, very respectfully, your obedient servant, AARON V. BROWN.

POST OFFICE DEPARTMENT, May 25, 1858. Sra: In addition to what was submitted to you on yes-

view, the whole nation as a unit may become deeply interested in the successful establishment of this route.

Tehnantepec is nearer to us, and lies within the Gulf of Mexico, which is destined to be hereafter an American sa, over the whole of which the United States must exercise, from overruling motives, a distinct and masterly

correct. It is therefore har to conclude that a transfer across Tehuantepee in time of war could and would be more easily and certainly protected from fulling into the hands of an enemy than any more distunt one.

In coming to the conclusion to establish this additional mail line, the department has not permitted considerations of the personal interest of individuals on other lines to deter it from action. These who embarked their means in the construction of a railward across the Panama route. in the construction of a railroad across the Panama route in the construction of a railroad across the Panama route knew that they had to encounter the advantages of the Chiriqui transit, with all the superiority which deep and tranquil harbors on both occans conferred upon it. They knew, also, that the Nicaragua lake would raise up against them a most formidable competition. All who embarked in any of these Central American lines also knew that Tehuantepee, by its contiguity to the territory of the United States on both occans, and its more defensible position, must, in some future day, its more defensible position, must, in some future day, become an object of peculiar interest to the American people. All this they knew, and must, therefore, be pre-sumed to raly for successful investment on no implied ob-ligation on the part of the government not to favor the construction of any other passway across the Isthmus which time and future discovery might show to be more Those who have embarked their means in the construc-

tion of this road over Tehuantepec have had to encoun-ter the subsequent establishment of many overland routes to California, which must necessarily be more or less detrimental to their interest. Monopolies on none of these transit routes, either across the Isthmus or on the main land, ought over to be encouraged or even tolerated. The United States have never sought to make them such in every right of transit which they have either sought or obtained they desired no exclusive privileges for themselves. They have always regarded the right of way over that narrow strip of country which unites the two Amer-ican continents as a great public necessity, and which must, therefore, be enjoyed by all the civilized and com-mercial nations of the earth. It must be on this necesmercial nations of the earth. It must be on this neces-sity that a large portion of the world is compelled to have transit over all these routes, that individuals who embark their means in their construction must rely for the success of their investment. Fortunately for them, there is more danger that, after all, there will be too few, instead of too many, of these great thoroughfares to meet the wants of mankind. The two American continents stretch themselves out in so long a line north and south that they intercept the con the travel, and the correspondence of more than half the habitable globe. The sail has given way to the steam vessel, and the passion for expedition demands the most direct passage in the shortest possible time. The department but yields to this universal temper of the age when it establishes this line from New Orleans by Tehnantepec to California. The passengers from the southern and southwestern States, who desire to go to California, will no longer be required to go hundreds of miles in the wrong direction in order to start for California, but, going to their own natural emporium, New Orleans, start out direct and make the journey in nearly half the time and with half the expense now required.

respondence to and from the same region of country. respondence to and from the same region of country.

This expect of my reasons and views became necessary in consequence of my avo val, in the early pert of this letter, that, although I had not closed the contract, yet I had concluded to do so, and that nothing remained but With this apology for the length of this communica-

tion, I remain your obedient servant,

AARON V. BROWN.

Hon. WILLIAM H. ENGLISH, Chairman Committee Post

UTAH BOUTS. The routes between St. Joseph, Missouri, and Salt Lake City, and between Salt Lake and Placerville, California, have been so improved, that the trips through from St. Joseph to Placerville, and back, are performed once

week in thirty-eight days each way.

For some months past this service has been performed with remarkable regularity, insomuch as to morit special It has received from the people of California the

warmest applause, and called forth public demonstrations of a most enthusiastic character. By act of Congress of August 3, 1854, a mail route

was established from Neosho, Missouri, to Albuquerque, New Mexico; and on March 3, 1855, a route was estab-lished from Independence by Albuquerque ished from Independence, by Albuquerque, to Stockton These routes were advertised in December last, at the These routes were advertised in December last, at the urgent solicitation of citizens interested in that section of country, and contracts were entered into with the lowest bidders for conveying mails from Neosho to Albuquerque, once a month and back, at \$17,000 per annum; and from Independence, by Albuquerque, to Stockton, once a month, at \$80,000 per annum.

Service commenced on the 1st of October last, and, although sufficient time has not clapsed to allow of reports as to its progress, there is every reason to believe that the contracts will be fulfilled, and the mails conveyed to the satisfaction of the department and the

THE EXPENSES OF THE DEPARTMENT

The expenses of the department, over and above its venues, have regularly increased ever since the reduction

revenues, have regularly increased ever since the reduct of postages.

It would, however, be obviously erroneous to supp It would, however, be obviously erroneous to suppose that this charge upon the treasury is to progress in a ratio proportionate to what it has been for the last few years. Our postal system is now extended over the whole country from one ocean to the other. There can be but little further expense resulting from overland connexion with California and the other Pacific States and Territowith California and the other facific States and Territo-ries. Except one other route, commonly called the north-ern route, from St. Paul, in Minnesota, to Seattle, in Washington Territory, no other is now thought of as be-ing likely to become necessary. The estimate for the transportation of the mails for the next fiscal year, 1859 '60, when completed, over and above the anticipa-ted revenues, may therefore be regarded as the maxi-mum which will probably be required for some time to come.

ing to see such an amount made chargeable to the treas-ury in future, the following suggestions, as to the means of keeping the expenses within the revenues of the de-partment, are respectfully submitted:

The entire discontinuance of four-horse and two-horse mail coaches would not necessarily follow; for, wherever the number of passengers would make it profitable, contractors would still employ coach service. Whenever the travel on any route offers no such inducement, there exists no obligation on the part of government to pay an extra sum for mail service in order to promote the convenience of travellers.

The rapid extension of milroads has contributed most largely to swell the expenditures of the department.

Wherever a new road is operand it because necessary to

Total----- 50,895 per annum. Before the completion of the rail-road the highest pay for convey-ing the through mail on this

route was------ 27,600 per annum.

Increase 23,295 per annum, r nearly 100 per cent. But if it be desired to relieve the treasury from the re-

uisitions upon it for the service of this department, it will be necessary not only to reduce expenses by disconnecting the mails from the transportation of passengers and freight, but to increase the revenue by the imposition of rates of postage approaching more nearly the value or cost of transportation and delivery of letters and printed matter. A move in this direction was made at the last seasion of Congress by the introduction of a bill in the Senate having for its chief objects the raising of the three-cent rate upon letters to five cents, and the aboli-tion of the discount now allowed by law for the payment of newspaper and pamphlet postage quarterly or yearly in

as the revenue from postages about \$3,500,000, without taking into view the provision it contains in relation to the transmission of public documents. The immense masses of heavy books and documents sent through the mails to all parts of the country devolve a very considerable expense upon the department for larger means of transportation than would be required for the ordinary mails. This express, it is true is comparated in parts This expense, it is true, is compensated in part by the annual appropriation of \$700,000 from the treasury by the acts of March 3, 1847, and March 3, 1851; but this allowance is not believed to be one-half of what such matter would amount to if charged with postage.

The discontinuance or modification of the franking privilege having been suggested by several of my predecessors as a means of increasing the revenue I shall not

sors as a means of increasing the revenue, I shall not now notice the subject further than to present for con-sideration such a modification of it as it appears to me can be readily ad-spted without subjecting members of Congress to the charge of postage on their personal or official correspondence. It is proposed that in lieu of the franking privilege now allowed by law to members of Congress, the Secretary of the Senate, and the Clerk of the purpose, furnish the members with postage stamps to be used on all letters, public documents, and packets transmitted by them in the mails, and keep an account of the stamps furnished to each member, to be paid for out of the contingent fund of each House. It is further proposed that all letters and packets, except newspaper addressed to members of Congress, shall be prepaid at the mailing office. In this way the department would be compensated for the service rendered without a resort to the inconvenience of keeping daily minute accounts the postage chargeable on such mail matter.

It is evident, on the slightest reflection, that the whole It is evident, on the slightest reflection, that the whole theory on which the Post Office Department was originally founded has been in a great measure departed from. Its great function, for many years, was the transmission of mail matter proper, such as letters, newspapers, and light pamphlets, from one part of the country to another. The idea of the government becoming a common carrier of persons and merchandise was never entertained. But of persons and merchandise was never entertained. But what is the transmission of the immense mass of book-matter, amounting annually to hundreds of tons, but merchandise, whether sent from private book establish-ments or from the two houses of Congress? In a single instance, the transmission of the books, &c., of one member (from Utah) has cost the department between six and seven thousand dollers. Why cannot these be forwarded even thousand dollars. Why cannot these be forwarded under the direction of the Secretary of the Senate and Clerk of the House either by the ordinary modes of con-veyance, or by the application of postage stamps, as on other mail matter? Another consideration forcibly presses itself on the mind in relation to this department. and assistance to our growing and expanding commerce. The department could have no returns in postages that would at all compensate for their expensiveness; still, as it was of the first importance to commerce and agriculture to have such lines, the duty of establishing them, it was thought, had as well be devolved upon the Post

Office Department as on any other.

The great necessity and propriety of establishing co nexion with our distant possessions on the Pacific, both by sea and land, was universally acknowledged. The oy sea and man, was unversally acknowledged. The route by l'anama has never repaid in postages half its expense; yet the nation has been, in her trade and commerce, remunerated a thousand fold. So of the great overland routes, the main one of which has been established by the express enactment of Congress. None of the latter can ever make postal returns at all proportions to their cost; but through their search markey cost. ate to their cost; but through their agency nearly one-half of our republic will be developed in its agricultural and mineral resources. Other references might be made clearly showing that the Post Office has of late years been made the instrument of accomplishing many things of great national importance not within its original scope and purpose of merely sending letters and newspapers from one place to another. It is not fair, therefore, to from one place to another. It is not fair, therefore, to measure its usefulness by the mere receipt of postages, nor to complain that in accomplishing great and lasting benefits to the commerce, to the settlement and security of the country, it has brought some charge on the treasury beyond its contributions. The other departments subsist wholly on the treasury, bringing no returns whatever into it. Why, then, should it be thought strange that the Post Office Department, when charged with opening new sources of commerce to the merchants, new markets for our agricultural products, and placing our government and people in direct and independent commitcation with the other nations of the earth, should not be able to accomplish these great results upon a three-cent postage on letters, and on printed matter almost no postage at all?

conceive to be, that, in conducting its ordinary busines of transmitting correspondence, it should be thrown en-tirely on its own revenues. But whenever any service in the contract six of may hereafter a rise between rival claimants of the grants or decrees of the Rezican government.

Who are the true owners of the right to make the road is left to the proper tribunals to determine.

It is enough for the department that parties of undoubted responsibility, claiming to be in possession of the road and to be the lawful owners of it, have proposed to perform the desired service. If in this there shall be any mistake, the contract with the parties will terminate with their loss of the road, and the department be as ready to contract to the true owner of this right, whoever he may be, that this contract should be made. It will materially all in the early completion of the road, and furnish the assurance that after the United States shall have entered on it in the transmission of her mails, no wanton or lilegal revocation of the right would be belocated.

The department, in arriving at the conclusion that the time had come when the mail service of the United States on it is the transmission of her mails, no wanton or lilegal revocation of the right would be tolerated.

The department, in arriving at the conclusion that the time had come when the mail service of the United States ought to be placed upon this new and additional route, has not been influenced in the slightest degree by mere goorgaphical partialities. Rightly considered, there are now employed, while staglation would be to substitute to be prejudiced by the establishment of this route.

If it be shorter, safer, and more expeditious than other

stages when changed to a plainer and cheaper conveyance of equal capacity.

If the whole transportation of the mails were thus arranged, by means of what are commonly called and known as "star bids." It would accomplish a reduction in the transportation account of probably one million of dollars per annum.

The entire discontinuance of feur-horse and two-horse mail coaches would not necessarily follow; for, wherever the number of passengers would make it profitable, contractors would still employ coach service. Whenever the

actors would still employ coach servants and part of government to pay an extra sum for mail service in order to promote the convenience of travellers.

The rapid extension of railroads has contributed most largely to swell the expenditures of the department. Wherever a new road is opened it becomes necessary to convey mails on it, and almost invariably at a rate of pay far above that on ceach routes, while, in many intraces, the latter must be continued or other service protections. The offices which are not reached by the railroad, that for the offices which are not reached by the railroad service protection. The offices which are not reached by the railroad service protection of the offices which are not reached by the railroad service protection. The offices which are not reached by the railroad service protection of the offices which are not reached by the railroad service protection. The offices which are not reached by the railroad service protection of the allocation of the alloc to pay only three cents. To avoid this source of dissatisfaction and the practical inconvenience of having different rates, regulated by distances, it is respectfully submitted to the superior wisdom of Gongress whether one uniform rate of five cents for all distances would not enumber of the cents for all distances would not enumber of the cents for all distances would not enumber of the cents for all distances would not enumber of the cents for all distances would not enumber of the cents for all distances are considered. large the usefulness of the department, diminish, if it did not entirely prevent, such heavy drafts on the Treasury, and best promote the interest and convenience of the

people.

In relation to the franking privilege, it is impossible to tell to what extent it is abused-not often, it is to be hoped, by those to whom it is allowed by law, but by others, who take the liberty to sign their nam others, who take the liberty to sign their names under some pretended authority to do so, or under no authority at all. It is impossible for the 28,000 postmasters of the United States to judge of the genuineness of the signa-tures, and therefore they can do nothing to prevent abuses. In times of national as well as State elections, the post office conveyances are literally loaded down with partisan documents, for which it is evident somebod even approximate its own support. Now, if it be desired by Congress that all these documents be transmitted at public expense, let the stamps be furnished and charged to members who frank them, so that Congress may keep watch over the privileges granted to their own members and prevent abuses which this department has no power to detect.

NUMBER OF POST OFFICES

The whole number of post offices in the United State on the 30th June last was 27,977, of which 400 are of the class denominated presidential. The number estab-lished during the last fiscal year was 2,121, and the number discontinued 730—being an increase of 1,391. The number of postmasters appointed during the year was 8,284. Of these 4,595 were to fill vacancies occasioned by resignation, 998 by removals, 278 by deaths, 292 by change of names and sites, and 2, 121 on establishmen of new offices. The whole number of offices on the 1st of December, 1858, was 28,573.

TRANSPORTATION STATISTICS.

On the 30th of June last there were in operation 8,296 mail routes. The number of contractors was 7,044.

The length of these routes is estimated at 250,503

ies, divided as follows, viz:		
Railroad	24,431	miles.
Steamboat	17,043	**
Coach	53,700	4.1
Inferior grades	165,429	

The total annual transportation of mails was 78,765. 491 miles, cesting \$7,795,418, and divided as follows: Italiread, 25,765,452 miles, at \$2,828,301; about eleven cents a mile

amboat, 4,569,610 miles, at \$1,233,916; about wenty-seven cents and two mills a mile. Coach, 19,555,734 miles, at \$1,909,844; about nine ents and eight mills a mile

Inferior grades, 28,876,695 miles, at \$1,823,357; about six cents and three mills a mile. Compared with the service reported on 30th June, 1857, there is an addition of 18,002 miles to the length of

mail routes; 3,859,424 miles to the total annual tra portation, being about 5.11 per cent., and of \$1,173,372

portation, being about 5.11 per cent., and of \$1,173,372 to the cost, or 17.46 per cent.

The aggregate length of railroad routes has been increased 1,901 miles, and the annual transportation thereon 1.495,508 miles; 6.05 per cent.; at a cost of \$268,454, or 10.44 per cent.

The length of steamboat routes is greater by 1,798 miles, and the annual transportation 51,491 miles, cost-ing \$241,918 additional, or 1.10 per cent on transpor-

tation, and 24,38 per cent, on the cost. The addition to coach routes is 4,371 miles in length, 464,804 miles in annual transportation, or 2.43 per cent., and \$499,018 in cost, or 35,37 per cent. The additional length of inferior routes is 9,932 miles

and the additional cost \$163,982; being 6.83 per cent. in transportation, and 9.87 per cent. in cost.

Appended to this report is a table (marked A) showing in detail the mail service of every grade, as existing in

in the several grades of service, and their cost in each State and Territory, during the last fiscal year, together with a detailed statement of routes on which improve-ments have been made and additional expense incurred. The lettings of new contracts for the te

It is rettings of new contracts for the term commencing list July last embraced twenty-one States and Territories of the northwest, west, and southwest, including California, New Mexico, Utah, Oregon, and Washington. The following table shows the new service, as in operation on the 30th September, including the overland mail route from St. Louis and Memphis to San Francisco, also the route from New Orleans via Theorems. the route from New Orleans, via Tehuantepec, to San Fran

Miles in Miles of annual

Conveyance.

length.	transportation.	
8,603	8,972,850	\$1,022,437
16,146	3,321,462	1,361,758
40,055	13,933,727	2,580,460
115,547	18,997,016	1,520,555
180,351	45,225,055	6,485,210
increased	27,973 miles; 1,666 miles, and	the annual
	8,603 16,146 40,055 115,547 180,351 the servincreased roon 9,026	8,603 8,972,850 16,146 3,321,462 40,055 13,933,727 115,547 18,997,016 180,351 45,225,055 the service on 30th Ji increased 27,973 miles; con 9,026,666 miles, and

portation. 807,047 456,590 Railroad ----- 676 \$271,168 Steamboat----- 6,291 Total increase -- 27,973 2,026,666 Appended hereunto is a statement marked g the routes on which additional expense

Making a total of..... Making a total of.

This amount, with the increased cost of service under new contracts commencing on the first of July...

Added to the cost of service as in operation on 30th June last... Makes the total amount for the current

DEVENUE AND EXPENDITURES The expenditures of the department in the fiscal year ending June 30, 1858, amounted to \$12.722,470 01

For transportation of inland mails, including payments to route agents, local agents, and mail mersengers

237,558
46 1,288,814
83 345,616

56 2,243,156
56 2,243,156
56 2,243,156
56 2,243,156
56 2,243,156
56 2,243,156
56 2,243,156
56 2,243,156
57 2,243,156
58 2,243,156
58 2,243,156
58 2,243,156
58 2,243,156
59 2,243,156
59 2,243,156
50 2,243,156
50 2,243,156
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 2,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
50 3,360
5

New York to Liverpool----- \$33,758 48

New Orleans to Vera Cruz -- 29,053 89
Aspinwall to Panama -- -- 100,000 00
Agency at Panama -- 1,270 85 424,497 84 8,246,054 17 355,016 28 918,272 73 16,613 38 38,454 19 106,277 76 93 019 10 50,229 67 282,406 17

1,366 13 26,343 47 Total of expenditure ----- 12,722,470 01

debts, and the sum of \$925-35 gained on the suspense account be subtracted, then the net amount of expendi-tures will be \$12,721,636-56, as adjusted in the Auditor's Office The gross revenue for the year 1858, including receipts from letter carriers and from foreign postages, amounted to \$7,486,792 86, as stated below:

If there be added to the above \$91 90 lost by bad

Letter postage, received in money-----Received for postage stamps and envel opes sold-5,700,314 03 Received for postage on newspapers and 591,976 90 28,145 16 3,410 66 3,878 92 To the gross revenue above stated are to be added the

permanent annual appropriations, amounting to \$700,000 granted to the department by the acts of March 3, 1847, and March 3, 1851, for the transportation and delivery of free mail matter for Congress and the executive departments, thus making the whole revenue of the year amount to \$8,186,792 86, which falls short of the expenditures, as adjusted on the Auditor's books, \$4,534 43 70.

I beg leave to invite attention to the full and highly-

satisfactory report of the Auditor, hereto appended, and marked. From this interesting document, I derive the following brief synopsis of the financial operations of the department in the past fiscal year: The balance standing to the credit of the

department, on the books of the Auditor, on the 30th June, 1857, was--The receipts of the department from all sources during the year 1858, including a gain of \$925 35 on the suspense account, amounted to

The amount of the various appropriations
drawn from the treasury during the 7,487,718 21

Making the total of receipts----The whole amount of expenditures in the
year, including \$91 90 for accounts
closed by bad dcbts, was------Leaving to the credit of the department

4.679.270 71

175,000 00

ESTIMATE OF RECEIPTS AND EXPENDITURES IN 1859. Expenditures. The aggregate sum appropriated by the

on the 1st July, 1858----

act of Congress, approved June 14, 1858, for the service of the Post Office Department in 1859, exclusive of the

For the mail between New York and Havre, the postages as allowed by the 5th section of the act of June 14, 1858, 91,000 00 For payments of letter carriers, act March 3, 1851, estimated-----325,000 00

Estimated expenditures in 1859----- 14,776,520 00 Means for 1859. The balance standing to

the credit of the \$608,313 00 year 1859, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at.

Of the appropriations made by the acts of March 3, 1847, March 3, 1851, and June 14, 1858, there is anniles. 7,786,080 00

1858, there is applica-ble to the expenses of 1859 the sum of 2,700,000 00

Total means for 1859..... 11,094,393 00 Deficiency of means for the service of

OCEAN AND FOREIGN MAIL SERVICE.